

Program Estimates Compared to Costs of Projects Completed in SFY 2002
RSMo.21.795.2.(6)

(Dollars are in Thousands)

County	Rte.	Job Number	Award Date	Description of Improvement / Location	Estimate	Cost to Complete	Percentage Difference
Atchison	29	110781	9/2000	Remove existing concrete pavement and replace with 14" concrete pavement in southbound lanes from 1.5 miles to 0.5 mile north of Rte. 136. Reasons: This was an emergency project which was completed in a short period of time. Therefore, incidental costs were low. It was constructed for less than award cost.	\$2,324	\$2,061	-11.32%
Buchanan	29	110762B	9/2000	Girder manufacturing only for Faraon Street bridge over I-29 in St. Joseph. Reasons: The estimate included fabricated steel erection. The final design included fabricated steel only, not erection, which was included in 110762B. The incidental costs were charged to 110762, not to this job.	\$464	\$285	-38.58%
Buchanan	AC	1S0778	7/2000	Geometric revisions, signals and lighting at Rte. AC and Rte. 36 interchange in St. Joseph. Reasons: The decrease is due to the ramp lighting being dropped from the original plans. This in addition to competitive bids were strong factors in completing the job under the estimate.	\$409	\$332	-18.83%

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Buchanan	169	1P0791	4/2001	Signal interconnect, including installation of video detection at 5 intersections, from Northridge Drive south on Loop 29 to Rte. 169 south to I-29 in St. Joseph. Reasons: The increase is due to an award higher than our estimated cost and an increase in the original number of intersections covered. Three intersections were added to the original 5 to provide a better functioning system.	\$323	\$491	52.01%
Clinton	116	1P0756	1/2001	Resurface pavement and stabilize aggregate shoulders from Rte. 169 to west city limits of Plattsburg. Reasons: During design, the overlay thickness was increased due to the traffic volume. Also, asphalt shoulders, shoulder widening, and culvert extensions were added due to truck traffic.	\$2,380	\$3,205	34.66%
Daviess	6	1P0760B	11/2000	Resurface pavement and improve shoulders from west of Rte. NN to Grundy County. Reasons: The design of this project was split into two jobs after initial programming. This allowed us to complete the roadway improvements on existing right of way and reduce costs. The final cost represents only one of the two jobs.	\$2,117	\$1,865	-11.90%

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Daviess	35	1I0832	9/2001	Pavement repair from Rte. C to Rte. DD. Reasons: Project cost to complete was within +/- 10% of estimate.	\$303	\$275	-9.24%
Harrison	136	1P0396	10/1997	Grading and replace bridges over Panther Creek and Thompson Fork of Grand River from 0.5 mile east of Rte. B to Mercer Co. Reasons: Project cost to complete was within +/- 10% of estimate.	\$3,686	\$4,054	9.98%
Nodaway	V	1S0779	7/2000	Geometric revisions, signals and lighting at Rte. V and Business Rte. 71 intersection in Maryville. Reasons: The increase is due to the award cost being much higher than estimated. There was only one bidder, which drove up the price. Then, half the intersection had to be rebuilt for turning trucks, which also caused higher incidental costs.	\$248	\$449	81.05%

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Carroll	Z	2S0423	5/2001	Replace bridge over Tater Hill Creek 0.1 mile north of Rte. C. Reasons: Competitive bids were received due to timing of award.	\$889	\$522	-41.28%
Chariton	C	2S0325	6/2001	Grading, paving and replace bridge over Long Branch Creek 0.6 mile west of Rte. 5. Reasons: The timing of award and actual engineering was higher due to the age of the project.	\$454	\$581	27.97%
Chariton	129	2S0681	6/2001	Bridge deck replacement 2.8 miles southeast of Rte. NN over East Fork of Chariton River. Reasons: This project was programmed as a hydro demolition of the deck, but further investigation and design identified the condition required a deck replacement.	\$441	\$656	48.75%

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Howard	5	2P0395	5/2001	Grading, paving and replace bridge over Adams Fork 0.1 mile north of Rte. DD near Fayette. Reasons: Project cost to complete was within +/- 10% of estimate.	\$946	\$1,004	6.13%
Howard	240	5P0134B	2/2000	Paving to complete new 2 lane roadway from Rte. 87 to 0.7 mile west of Steinmetz. Reasons: The actual design and construction engineering incidentals was less than estimated.	\$4,951	\$4,454	-10.04%
Livingston	W	2S0327	6/2001	Grading, paving and replace bridge over Gees Creek 0.6 mile south of Grundy County. Reasons: Project cost to complete was within +/- 10% of estimate.	\$780	\$844	8.21%

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Livingston	36	2P0706	11/2001	Interchange lighting at the intersection of Rte. 65 and Rte. 36 Reasons: MoDOT furnished lighting equipment to minimize delay of project. This item did not get included in the estimate.	\$120	\$95	-20.83%
Livingston	65	2P0346	2/1998	Widen the existing road to four lanes plus a continuous center turn lane to improve traffic flow 1.4 miles north of Rte. 190 south 2.1 miles. Reasons: Project cost to complete was within +/- 10% of estimate.	\$6,089	\$6,390	4.94%
Mercer	65	2P0314	4/2001	Grading, paving and replace bridge over Wildcat Creek 0.5 mile south of Rte. 136 east junction. Reasons: Project cost to complete was within +/- 10% of estimate.	\$1,413	\$1,395	-1.27%

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Putnam	5	2P0397	5/2000	Grading, paving and replace bridge over Blackbird Creek 4.7 miles south of Iowa State line. Reasons: Competitive bids were received due to timing of award.	\$711	\$496	-30.24%
Randolph	63	2P0489C	3/1999	Grading and bridge 3.5 miles south of Moberly. Reasons: Costs for utility relocation was greater than programmed for this portion of project. Actual preliminary engineering cost greater than programmed. This project is part of 2P0489.	\$3,813	\$4,283	12.33%
Randolph	63	2P0684	2/2001	Interchange and outer road lighting and construct commuter parking area at the Rte. 63 and Rte. 24 interchange in Moberly. Reasons: Final quantities were slightly higher than estimated.	\$233	\$251	7.73%

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Saline	M	2S0456	5/2001	Replace bridge over Bear Creek 1.5 miles north of Rte. PP at Gilliam. Reasons: Competitive bids were received due to timing of award and proximity of project location.	\$826	\$484	-41.40%
Saline	70	2I0631	1/2000	Coldmill existing asphalt surface and resurface eastbound lane using superpave from Lafayette County line to Blackwater River. Reasons: Modifications to guardrail relating to 2I0630, including grading and median slope modifications.	\$6,976	\$10,808	54.93%
Audrain	AA	3S0572	12/2000	Grading, paving and replace bridge over Bear Slough 2.4 miles south of Rte. 54. Reasons: Project cost to complete was within +/- 10% of estimate.	\$310	\$349	12.58%

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Clark	81	3S0600	4/2001	Rehabilitate bridge over Fox River 2.8 miles south of Rte. NN. Reasons: The increase is due to traffic control devices and temporary traffic signals not being included in the original estimate.	\$304	\$396	30.26%
Lincoln	47	3P0586	7/1999	Widen to 3 lanes and resurface to reduce congestion from 0.1 mile west of Rte. 61 west 0.7 mile. Reasons: Bid prices for the majority of the items were higher than the estimate.	\$371	\$423	14.02%
Lincoln	61	3P0594	7/1999	Replace temporary connections on north and southbound lanes 6.0 miles north of Troy. Reasons: Bid prices for the majority of the items were higher than the estimate. Constructed quantities of excavation, pavement repair, asphaltic concrete, cold milling, seeding and mulch were greater than the estimate.	\$789	\$1,341	69.96%

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Lincoln	61	3P0615	7/2001	Interchange lighting and guard rail at Rte. 47. Reasons: Project cost to complete was within +/- 10% of estimate.	\$132	\$125	-5.30%
Lincoln	61	3P0649	5/2001	Grading and paving for acceleration lanes at Tropicana Drive and Rte. C from 0.4 mile north of Rte. C south 0.7 mile at Moscow Mills. Reasons: Bid prices for grading, base, concrete and mobilization were less than the estimate.	\$335	\$251	-25.07%
Lincoln	79	3P0660B	7/2001	Microsurfacing Pike County Line south to 0.7 mile north of Rte. C. Reasons: Bid price for micro surfacing and incidentals costs were less than the estimate.	\$742	\$643	-13.34%

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Marion	C	3S0369	4/2000	Grading, paving and replace bridge over South Fork North River 1.7 miles east of Rte. Z east junction. Reasons: Project cost to complete was within +/- 10% of estimate.	\$1,167	\$1,108	-5.06%
Marion	36	3P0413E	4/2001	Building demolition, asbestos removal and underground storage tank removal from Rte. 24 to 0.7 mile west of Rte. 61. Reasons: Bid prices for removals were less than the estimate.	\$111	\$92	-17.12%
Marion	36	3U0269D	10/1997	Grading, paving and bridges in Hannibal from 0.8 mile east of Rte. 61 to Mississippi River. Reasons: Project cost to complete was within +/- 10% of estimate.	\$16,981	\$17,885	5.32%

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Marion	36	3U0269I	6/2001	Grading and paving at Third Street in Hannibal. Reasons: Bid prices for removal of improvements, concrete work, and mobilization were higher than estimate. Incidental costs were higher than estimated.	\$262	\$438	67.18%
Marion	61	3P0604	12/2000	Interchange lighting and guard rail at Rte. 24. Reasons: Project cost to complete was within +/- 10% of estimate.	\$305	\$310	1.64%
Marion	61	3P0617	7/2001	Interchange lighting and guard rail at Rte. 6. Reasons: Bid prices for guard rail and lighting fixtures were less than the estimate. Constructed quantities of conduit, trenching, and incidental costs were less than the estimate.	\$127	\$108	-14.96%

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Marion	61	3P0646	11/2000	Diamond grinding at Rte. 61 and 24 interchange south of Palmyra. Reasons: Project cost to complete was within +/- 10% of estimate.	\$41	\$37	-9.76%
Marion	61	3P0647	11/2000	Diamond grinding at Rte. 61 and 24 interchange at Taylor. Reasons: Project cost to complete was within +/- 10% of estimate.	\$32	\$31	-3.13%
Monroe	24	3P0582	11/2000	Resurface lanes, including parallel parking areas in Monroe City, from 1.2 miles west of Rte. U east to Rte. Z. Reasons: Bid prices for mobilization, asphaltic concrete, tack and prime were less than the estimate. Incidental costs were lower than estimate.	\$4,476	\$3,553	-20.62%

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Montgomery	19	3P0484	5/2000	Grading, paving and bridge replacement on Katy Trail 0.4 mile north of Rte. 94. Reasons: The decrease is due to competition among contractors (10 bidders) produced a good, low bid.	\$2,352	\$1,684	-28.40%
Montgomery	70	3I0581	11/1999	Resurface 1-24' pavement on westbound lane and rehabilitate bridge A-970 from Callaway County line east 4.2 miles. Reasons: The increase is due to the bid prices for a majority of the items being higher than the original estimate.	\$2,115	\$2,589	22.41%
Montgomery	70	3I0669	10/2001	Microsurface 2-12' lanes at Callaway County line east to 0.8 mile east of Rte. F and J (3 disconnected sections). Reasons: Project limits were refined and shortened. Bid prices for micro surfacing were less than the estimate.	\$332	\$196	-40.96%

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Pike	61	3P0611	11/2000	Replace temporary connection on northbound lane at Rtes. 61 and 161. Reasons: Bids received were lower than the average bid prices used for the estimate.	\$795	\$690	-13.21%
Pike	61	3P0613	11/2000	Replace temporary connection on northbound lane 2.1 miles south of Rte. HH. Reasons: Project cost to complete was within +/- 10% of estimate.	\$944	\$891	-5.61%
Pike	61	3P0614	11/2000	Replace temporary connections on northbound and southbound lanes 0.1 mile north of Rte. OO. Reasons: Constructed width wider than the estimate.	\$1,235	\$1,549	25.43%

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Pike	79	3P0625	4/2001	Grading, paving shoulders and guard rail for construction of bike trail from Louisiana south city limits to Clarksville north city limits. Reasons: Project cost to complete was within +/- 10% of estimate.	\$1,430	\$1,342	-6.15%
Ralls	61	3P0641	6/2001	Grading and paving for northbound right turn lane at intersection of Rtes. 61 and A in New London. Reasons: Project cost to complete was within +/- 10% of estimate.	\$91	\$94	3.30%
Ralls	61	3P0651	7/2001	Grading and paving for left turn lane on southbound Rte. 61 0.4 mile south of Rte. HH at Ideal Villa. Reasons: Project cost to complete was within +/- 10% of estimate.	\$88	\$90	2.27%

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Shelby	36	3P0409D	10/2000	Building demolition, asbestos removal and underground storage tank removal at Rte. 15 intersection. Reasons: The decrease is due to the bid prices for hazardous materials disposal, backfill and contaminated soil disposal less than the estimate.	\$483	\$321	-33.54%
Warren	70	3I0583	11/2000	Resurface 1-24' pavement on eastbound lane from 0.2 mile west of Rte. 47 east 6.6 miles. Reasons: Project cost to complete was within +/- 10% of estimate.	\$3,163	\$3,350	5.91%
Warren	70	3I0628	9/2000	Interchange lighting at Rte. H. Reasons: Project cost to complete was within +/- 10% of estimate.	\$75	\$70	-6.67%

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Warren	70	3I0629	9/2000	Interchange lighting at Rtes. F and J. Reasons: Project cost to complete was within +/- 10% of estimate.	\$39	\$37	-5.13%
Cass	7	4S0981	5/1999	Grading, paving and replace 3 bridges from 0.1 mile north of to 0.8 mile south of Rte. 58 in Pleasant Hill. Reasons: Project cost to complete was within +/- 10% of estimate.	\$4,455	\$4,526	1.59%
Cass	Y	4S0980	1/2000	Grading, paving and replace bridge at West Fork 2.8 miles south of Rte. 58. Reasons: Project cost to complete was within +/- 10% of estimate.	\$1,643	\$1,555	-5.36%

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Cass	58	4U1279	5/1998	Widen to 5 lanes from 0.6 mile east of Rte. 71 to Rte. J at Raymore. Reasons: The increase is due to the addition of sidewalks by the city. The sidewalks were funded through the enhancement program and the city. The city also installed signals at an intersection that was not in the original estimate.	\$6,378	\$7,092	11.19%
Cass	71	4P1504	9/2000	Relocate crossover for County Road 327 3.0 miles north of Rte. B. Reasons: Acceleration and deceleration lanes were added to both northbound and southbound directions to further enhance safety.	\$367	\$429	16.89%
Clay	29	4I1359	9/1999	Upgrade or add guardrail where needed from Armour Road to Platte/Clay County line. Reasons: Project cost to complete was within +/- 10% of estimate.	\$967	\$930	-3.83%

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Clay	152	4U0029D	11/1998	Paving previously graded roadbed and construct bridges from east of Rte. 169 to North Brighton in the Kansas City area. Reasons: Good bids were received for this project.	\$14,710	\$11,026	-25.04%
Clay	169	4U1045	2/2001	Replace deck, rehabilitate remaining structure, construct new approach slabs, pavements and drain basin at Ramp No. 2 over Rte. 9 in Kansas City area. Reasons: Project cost to complete was within +/- 10% of estimate.	\$876	\$837	-4.45%
Clay	169	4U1097	5/2000	Replace bridge over Northwest 68th Street (Salt Rock Road) 2.3 miles north of I-29 in Kansas City area. Reasons: Additional piling was needed to obtain design bearing. Additional concrete traffic barrier was added to the northbound lane. Also, impact attenuators were installed at each end of the added concrete barrier.	\$852	\$1,305	53.17%

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Clay	210	4S0109	10/1997	Grading and bridge to build a new 3.7 mile 2 lane roadway from east of relocated Rte. EE to 1.5 miles east of Rte. JJ. Reasons: Revised the grade so there would be less grading quantities. Bids for grading items were less than the average bid prices used for the estimate.	\$10,520	\$8,709	-17.21%
Clay	210	4S0110C	10/1997	Grading, rock fill base, and build a new bridge for a new 5.3 miles long 2 lane roadway from 1.5 miles east of Rte. JJ to 0.3 mile west of Fishing River. Reasons: Revised the grade so there would be less grading quantities. Bids for grading items were less than the average bid prices used for the estimate.	\$6,194	\$3,185	-48.58%
Clay	210	4U1114B	7/1999	Grading, paving and bridges for dual divided facility east of I-435 from Randolph Road to Eldon Road/Station Dr. in Kansas City area. Reasons: Project cost to complete was within +/- 10% of estimate.	\$7,042	\$7,532	6.96%

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Clay	435	4I1247	12/1997	Resurface, replace and modify guard rail and extend culverts from I-35 to Missouri River Bridge. Reasons: Project cost to complete was within +/- 10% of estimate.	\$4,988	\$4,796	-3.85%
Henry	7	4P0355	5/1996	Grading, paving, and bridge to add lanes for dual from 1.5 miles west of Clinton west urban limits to west urban limits. Reasons: Bid for the grading quantity was higher than the average unit price used in the program estimate.	\$3,496	\$4,125	17.99%
Henry	7	4P0861B	12/1996	Grading, paving and resurface for new two lane roadway from 0.4 mile south of Rte. DD to 0.8 mile north of Rte. O. Reasons: Project cost to complete was within +/- 10% of estimate	\$6,040	\$6,209	2.80%

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Henry	7	4P0861C	12/1996	Build four new bridges for a new two lane roadway from 0.4 mile south of Rte. DD to 0.8 mile north of Rte. O. Reasons: Project cost to complete was within +/- 10% of estimate.	\$3,107	\$3,023	-2.70%
Henry	7	4U0286	5/1996	Grading, paving and bridges from west urban limits to 0.4 mile north of Rte. 13 south junction in Clinton. Reasons: Project cost to complete was within +/- 10% of estimate.	\$7,990	\$8,702	8.91%
Jackson	35	4I1485	6/2000	Remove pedestrian bridge 1.0 mile south of Clay County line. Reasons: Decrease is due to the original program estimate being based on installing a new sign truss to replace a sign that was on the bridge. During design, it was determined that a ground mount sign could be used which reduced cost.	\$342	\$234	-31.58%

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Jackson	50	4P1191	4/1999	Grading, paving, bridge, outer road and interchange to upgrade Rte. 50 to a freeway from 0.5 mile east of Rte. 291 to 1.0 mile east of Todd George Road. Reasons: Project cost to complete was within +/- 10% of estimate.	\$20,528	\$21,390	4.20%
Jackson	70	4I1306B	7/2000	Construct permanent signals at I-70 and Little Blue Parkway interchange ramps. Reasons: Project cost to complete was within +/- 10% of estimate.	\$219	\$207	-5.48%
Jackson	70	4I1518	7/2001	Remove 1-3/4" asphaltic concrete & replace with 1-3/4" superpave on 4 original through lanes (outside lanes) from I-470 to Rte. 7. Reasons: Bids received were lower than the average bid prices used for the estimate.	\$2,410	\$1,429	-40.71%

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County	Rte.	Job Number	Award Date	Description of Improvement / Location	Estimate	Cost to Complete	Percentage Difference
Jackson	150	4U1011	8/1998	Grading, drainage and partial paving from Kansas State line to Rte. D (Holmes Road) in Kansas City. Reasons: Project needed fill material which required the contractor to bring in additional material from a different site. Also, undesirable sub grade soils in the area needed to be undercut from the existing soil and replaced with a more acceptable material.	\$17,290	\$19,115	10.56%
Jackson	150	4U1011C	8/1998	Build eastbound and westbound bridges over Blue River from Kansas State line to Rte. D (Holmes Road) in Kansas City. Reasons: Revised the grade so there would be less grading quantities. Bids for grading items were less than the average bid prices used for the estimate.	\$8,557	\$7,553	-11.73%
Jackson	291	4P1353	4/2000	Remove island and stripe for dual left turn lanes, widen SB on ramp & extend right turn lane on NB off ramp at the Rte. 24 interchange. Reasons: The bid prices for some of the items were less than what was estimated.	\$430	\$385	-10.47%

Note: Estimates include actual right of way spent for jobs without programmed right of way.

Program Estimates Compared to Costs of Projects Completed in SFY 2002
RSMo.21.795.2.(6)

(Dollars are in Thousands)

County	Rte.	Job Number	Award Date	Description of Improvement / Location	Estimate	Cost to Complete	Percentage Difference
Jackson	291	4U0564E	9/1998	Bridge deck and painting on the Missouri River Bridge in Kansas City. Reasons: The decrease is due to the estimates for the bridge being considerably lower than anticipated.	\$4,120	\$2,692	-34.66%
Jackson	291	4U0566C	9/1998	Build bridges as part of the new construction on Rte. 291 from south of Rte. 210 to north of Rte. 24. Reasons: Project cost to complete was within +/- 10% of estimate.	\$2,249	\$2,325	3.38%
Jackson	435	4I1299C	6/1999	Grading, drainage, guardrail and guard cable from Rte. 24 south to Hickman Mills Drive (Grandview Triangle). Reasons: Additional items were added to accommodate the guard cable. The contractors bid for some of the items were high due to not having past experience with guard cable. Contractor was asked to maintain the guard cable after it was installed.	\$1,892	\$2,577	36.21%

Note: Estimates include actual right of way spent for jobs without programmed right of way.

Program Estimates Compared to Costs of Projects Completed in SFY 2002
RSMo.21.795.2.(6)

(Dollars are in Thousands)

County	Rte.	Job Number	Award Date	Description of Improvement / Location	Estimate	Cost to Complete	Percentage Difference
Jackson	435	4I1333	1/2001	Coldmill, pavement repair, resurfacing, bridge rehabilitation, signing and guard rail from Rte. 24 to Rte. 78. Reasons: Pavement design was changed. The amount and cost for pavement repair was more than estimated.	\$3,732	\$4,641	24.36%
Jackson	435	4I1498	4/2000	Landscaping at I-435 and Holmes Road interchange. Reasons: Day lilies were specified at the time of the estimate but were not available so a less expensive variety was used.	\$298	\$244	-18.12%
Platte	9	4S1509	6/2001	Widening for turn lanes 1.3 miles west of I-635 at Mattox Road intersection. Reasons: Additional Class A and Asphalt quantities were necessary to complete the project.	\$98	\$155	58.16%

Note: Estimates include actual right of way spent for jobs without programmed right of way.

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Program Estimates Compared to Costs of Projects Completed in SFY 2002
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(Dollars are in Thousands)

County	Rte.	Job Number	Award Date	Description of Improvement / Location	Estimate	Cost to Complete	Percentage Difference
Platte	29	4I1246	5/1998	Resurface part 36' and 48' pavements, signing, 16 ' median barrier and rehabilitate 2 bridges from 0.5 mile south of Rte. T to Clay County. Reasons: Additional bridge items were included and additional cold milling and resurfacing on the shoulders.	\$8,179	\$10,050	22.88%
Ray	13	4P11020	6/2000	Asbestos abatement and demolition of improvements from Rte. 10 south to Rte. 24. Reasons: Bids received were lower than the average bid prices used in the estimate.	\$290	\$101	-65.17%
Various	Var	4I1503	2/2001	Replace raised pavement markers on Rtes. I-435, I-470, I-670 and I-635 in Clay, Jackson and Platte Counties. Reasons: Bids received were lower than the average bid prices used in the estimate.	\$265	\$185	-30.19%

Note: Estimates include actual right of way spent for jobs without programmed right of way.

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Program Estimates Compared to Costs of Projects Completed in SFY 2002
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(Dollars are in Thousands)

County	Rte.	Job Number	Award Date	Description of Improvement / Location	Estimate	Cost to Complete	Percentage Difference
Benton	65	4P0936C	4/1997	Grading to add lanes for dual from south of Pettis Co. to south of Rte. 52 south junction. Reasons: Project cost to complete was within +/- 10% of estimate	\$8,656	\$8,292	-4.21%
Boone	63	5P0418	1/2000	Paving from 0.7 mile south of Randolph County to 0.3 mile south of Rte. 124 north junction. Reasons: The increase is due to the bids coming in higher than anticipated.	\$9,137	\$10,227	11.93%
Boone	63	5P0418B	10/1998	Grading and bridge to add lanes for dual from 0.7 mile south of Randolph County to 0.3 mile south of Rte. 124 north junction. Reasons: Project cost to complete was within +/- 10% of estimate.	\$4,819	\$4,441	-7.84%

Note: Estimates include actual right of way spent for jobs without programmed right of way.

Program Estimates Compared to Costs of Projects Completed in SFY 2002
RSMo.21.795.2.(6)

(Dollars are in Thousands)

County	Rte.	Job Number	Award Date	Description of Improvement / Location	Estimate	Cost to Complete	Percentage Difference
Boone	70	5I0475	3/2000	Resurface 1-24' pavement and pavement repair on eastbound lane from Rte. 740 to 0.4 mile west of Rte. 63. Reasons: The increase is due to the asphalt prices coming in significantly higher than anticipated.	\$2,397	\$3,213	34.04%
Boone	Var	5P0794B	7/2001	Microsurfacing I-70 eastbound lane from Rte. 63 to Rte. Z and entire length of Business Loop 70 in Columbia. Reasons: Project cost to complete was within +/- 10% of estimate.	\$355	\$327	-7.89%
Callaway	54	5P0703	1/2000	Pavement repair, rehabilitate bridge and resurface the eastbound lanes from Bus. Rte. 54 north junction in Fulton to 2.6 miles north of I-70. Reasons: Pavement repair increased.	\$2,794	\$3,097	10.84%

Note: Estimates include actual right of way spent for jobs without programmed right of way.

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Program Estimates Compared to Costs of Projects Completed in SFY 2002
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(Dollars are in Thousands)

County	Rte.	Job Number	Award Date	Description of Improvement / Location	Estimate	Cost to Complete	Percentage Difference
Camden	54	5P0347C	3/1999	Build bridge for the Rte. Y interchange from Rte. Y to 1.3 miles west of Rte. KK. Reasons: Contractor did not encounter rock at the location shown on the plans requiring a redesign of the bridge bents resulting in overruns in bridge piling, fill material, and concrete, etc.	\$727	\$1,019	40.17%
Camden	54	5P0347F	3/1999	Grading and drainage from Rte. Y to 1.3 miles west of Rte. KK. Reasons: Plans were designed and estimated requiring contractor to move fill across Rte. 54 under traffic. Contractor developed a bypass that allowed the movement of this material unimpeded by traffic which reduced the cost of the contract.	\$5,242	\$3,774	-28.00%
Camden	Var	5P0794D	7/2001	Microsurfacing Rte. 54 from the Grand Glaize Bridge to Bus. Rte. 54 west junction. Reasons: Contractor supplied traffic marking paint failed to meet MoDOT specs, striping was done by MoDOT, reducing contract cost. Quantity of micro surfacing was less than estimated.	\$462	\$366	-20.78%

Note: Estimates include actual right of way spent for jobs without programmed right of way.

Program Estimates Compared to Costs of Projects Completed in SFY 2002
RSMo.21.795.2.(6)

(Dollars are in Thousands)

County	Rte.	Job Number	Award Date	Description of Improvement / Location	Estimate	Cost to Complete	Percentage Difference
Cole	50	5P0774	7/2000	Pavement grooving on Rtes. 50 and 54 from 0.5 mile E/O Rte. 179 to 0.8 mile E/O Eastland Dr. & 0.7 mile E/O Ellis Blvd. to Missouri River Bridge. Reasons: The decrease is due to conservative estimates for a new type of work. Historical data wasn't available for comparison.	\$739	\$71	-90.39%
Cole	50	5S0773	7/2000	Landscape parking area, adjacent pedestrian trail and front lawn, and build sidewalk at District 5 Office complex on Bus. 50 (Missouri Boulevard) in Jefferson City. Reasons: The decrease is due to the sprinkling system and trees being much less than the original estimate.	\$109	\$94	-13.76%
Cole	179	5U0441D	4/1999	Grading and paving for new 4 lane highway from Rte. 50 to Edgewood Drive in Jefferson City. Reasons: Project cost to complete was within +/- 10% of estimate.	\$4,890	\$4,972	1.68%

Note: Estimates include actual right of way spent for jobs without programmed right of way.

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(Dollars are in Thousands)

County	Rte.	Job Number	Award Date	Description of Improvement / Location	Estimate	Cost to Complete	Percentage Difference
Cooper	70	5I0696	11/2000	Resurface eastbound lane from Saline County to 0.3 mile west of Rte. M overpass. Reasons: Bids received were lower than the average bid prices used for the estimate.	\$4,516	\$3,955	-12.42%
Cooper	Var	5P0794C	7/2001	Microsurfacing I-70 eastbound lane from Rte. M to Railroad Bridge in Missouri River bottoms in Cooper County. Reasons: Contractor supplied traffic marking paint failed to meet MoDOT specs and was paid for at half the bid price. Bids for the micro surfacing were less than estimate.	\$279	\$235	-15.77%
Moniteau	50	5P0759	3/2000	Coldmill and resurface from east of Tipton to east of California. Reasons: Estimated with 2 3/4" asphalt but built as 3 3/4" asphalt thickness and pavement repair required.	\$2,584	\$2,965	14.74%

Note: Estimates include actual right of way spent for jobs without programmed right of way.

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(Dollars are in Thousands)

County	Rte.	Job Number	Award Date	Description of Improvement / Location	Estimate	Cost to Complete	Percentage Difference
Osage	50	5P0764	11/2000	Coldmill and resurface from 0.2 mile east of Rte. 100 to 0.3 mile east of Rte. 89 south junction in Linn. Reasons: The decrease is due to the asphalt bids being lower than anticipated.	\$500	\$437	-12.60%
Pettis	Y	5S0760	7/2000	Grading and paving to realign Clarendon Road to intersect with Rte. Y and Thompson Blvd. at Clarendon Road and Rte. Y in Sedalia. Reasons: Project cost to complete was within +/- 10% of estimate.	\$787	\$777	-1.27%
Pettis	50	5P0765	11/2000	Resurface, shoulder stabilization and pavement replacement from Rte. 65 to 0.7 mile east of Rte. TT. Reasons: Original pavement thickness of 5 3/4" was reduced to 1 3/4" with cold milling.	\$1,856	\$1,293	-30.33%

Note: Estimates include actual right of way spent for jobs without programmed right of way.

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Program Estimates Compared to Costs of Projects Completed in SFY 2002
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(Dollars are in Thousands)

County	Rte.	Job Number	Award Date	Description of Improvement / Location	Estimate	Cost to Complete	Percentage Difference
Pettis	65	5P0753D	8/2001	Demolition of 1 house and 1 out building and asbestos removal 0.2 mi. south of intersection with Saxjawa Road. Reasons: Project cost to complete was within +/- 10% of estimate.	\$27	\$25	-7.41%
Pettis	65	5P0775	1/2001	Grading and paving to improve horizontal curve 0.8 mile south of Saline County line (northbound lane). Reasons: Estimated as Plant Mix Bituminous pavement, but was required to be super pave asphaltic concrete. This was a small project with only one bidder.	\$276	\$329	19.20%
Franklin	44	6I1462	5/2001	Lighting for commuter parking lots at the Rte. 50, Rte. 100 West and Rte. 100 East interchanges. Reasons: The cost under run is due to the extent of lighting being reduced on one of the parking lots.	\$122	\$92	-24.59%

Note: Estimates include actual right of way spent for jobs without programmed right of way.

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Program Estimates Compared to Costs of Projects Completed in SFY 2002
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(Dollars are in Thousands)

County	Rte.	Job Number	Award Date	Description of Improvement / Location	Estimate	Cost to Complete	Percentage Difference
Franklin	44	6I1463	5/2001	Paving and lighting commuter parking lots at Rtes. 30 and D on I-44, Franklin County and at Herculaneum on I-55, Jefferson County. Reasons: The cost overrun is due to the lighting limits that were expanded on one of the parking lots.	\$197	\$235	19.29%
Franklin	44	6S1455	6/2001	Grading and paving for intersection improvements at intersection of I-44 South Outer Road with Rte. 100 in Gray Summit. Reasons: The difference is due to the extra measures required to avoid relocation of the petroleum pipe lines.	\$185	\$228	23.24%
Franklin	44	6X1350B	7/2000	Rock retention system and fencing on Business Loop 44 between 2nd Street and 3rd Street in Pacific. Reasons: The fencing was more extensive in quantity than the conceptual plans originally anticipated.	\$173	\$258	49.13%

Note: Estimates include actual right of way spent for jobs without programmed right of way.

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Program Estimates Compared to Costs of Projects Completed in SFY 2002
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(Dollars are in Thousands)

County	Rte.	Job Number	Award Date	Description of Improvement / Location	Estimate	Cost to Complete	Percentage Difference
Franklin	47	6U0836	5/1998	Grading, paving, retaining walls, resurfacing and signals from the Missouri River south to 0.5 mile south of Rte. 100 in Washington. Reasons: The difference is due to 3 signals were added for safety and the box culvert was redesigned requiring extended walls and reinforced footings.	\$7,196	\$8,333	15.80%
Franklin	50	6P1322	11/2000	Coldmilling and resurfacing from Rosedale Avenue to McKinley Avenue. Reasons: The decrease is due to the project being originally estimated to resurface 5 lanes. As the project developed, the team decided that only the 2 original lanes needed to be cold milled and resurfaced.	\$337	\$247	-26.71%
Franklin	50	6X1350D	6/2000	Grading, drainage and pavement widening for turn lane east of Rte. 47 east at Burgandy Drive (La Chateau Subdivision). Reasons: Project cost to complete was within +/- 10% of estimate.	\$210	\$220	4.76%

Note: Estimates include actual right of way spent for jobs without programmed right of way.

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Program Estimates Compared to Costs of Projects Completed in SFY 2002
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(Dollars are in Thousands)

County	Rte.	Job Number	Award Date	Description of Improvement / Location	Estimate	Cost to Complete	Percentage Difference
Franklin	100	6P1325	6/2000	Widen existing pavement to provide turn lanes on all 4 approaches at Rte. A. Reasons: The grading was overestimated.	\$855	\$765	-10.53%
Franklin	100	6X1341E	6/2000	Grading, drainage, pavement widening and curbing to create center turn lane from west of Industrial Drive to east of Rte. C in New Haven. Reasons: The difference is due to the original estimate did not include extensive drainage facilities and utility relocations.	\$224	\$459	104.91%
Franklin	Var	6X1350G	2/2000	Pave two commuter parking lots at intersections of Rte. 50/Rte. AH and Rte. 100/Bus. Loop 44. Reasons: The difference is due to asphalt thickness increased from the original planned thickness.	\$64	\$80	25.00%

Note: Estimates include actual right of way spent for jobs without programmed right of way.

Program Estimates Compared to Costs of Projects Completed in SFY 2002
RSMo.21.795.2.(6)

(Dollars are in Thousands)

County	Rte.	Job Number	Award Date	Description of Improvement / Location	Estimate	Cost to Complete	Percentage Difference
Jefferson	M	6S0704J	6/1999	Grading and paving to complete new Rte. 21 interchange from west of new Rte. 21 to new Rte. 21. Reasons: Project cost to complete was within +/- 10% of estimate.	\$6,341	\$6,022	-5.03%
Jefferson	Y	6S0903	9/1999	Grading, paving and replace bridge over Big River 2.0 miles northwest of Rte. C. Reasons: Project cost to complete was within +/- 10% of estimate.	\$3,539	\$3,353	-5.26%
Jefferson	21	6P0876B	9/1998	Grading and drainage from Schenk Road to 1.1 miles south of Schenk Road. Reasons: The difference is due to the contractor value engineering on the structures reduced the costs.	\$6,912	\$4,904	-29.05%

Note: Estimates include actual right of way spent for jobs without programmed right of way.

Program Estimates Compared to Costs of Projects Completed in SFY 2002
RSMo.21.795.2.(6)

(Dollars are in Thousands)

County	Rte.	Job Number	Award Date	Description of Improvement / Location	Estimate	Cost to Complete	Percentage Difference
Jefferson	30	6S1429	1/2001	Add dual left lanes on Rte. 30 approaches and widen north and southbound Sugar Creek Road at the intersection of Rte. 30 and Sugar Creek Road. Reasons: More extensive work was needed on the median island, intersection and signal loops.	\$574	\$665	15.85%
Jefferson	55	6I1354	1/2000	Resurface northbound and southbound lanes from Rte. 67 to Ste. Genevieve County line. Reasons: Project cost to complete was within +/- 10% of estimate.	\$11,626	\$10,629	-8.58%
St Charles	61	6S1451	7/2000	Resurface west outer road from 0.6 mile north of McHugh Road to 0.4 mile south of McHugh Road. Reasons: The difference is due to the change from super pave to bituminous pavement.	\$304	\$269	-11.51%

Note: Estimates include actual right of way spent for jobs without programmed right of way.

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Program Estimates Compared to Costs of Projects Completed in SFY 2002
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(Dollars are in Thousands)

County	Rte.	Job Number	Award Date	Description of Improvement / Location	Estimate	Cost to Complete	Percentage Difference
St Charles	70	6I1287B	7/1999	Grading, drainage, paving and signals 0.2 mile west of Rte. M. Reasons: The pavement was overestimated.	\$2,698	\$1,895	-29.76%
St Charles	70	6I1306	7/2000	Resurfacing on I-70 south outer road from west of Lake St. Louis Blvd. to east of old Rte. 40. Reasons: Project cost to complete was within +/- 10% of estimate.	\$613	\$583	-4.89%
St Charles	70	6I1307	7/2000	Resurfacing on I-70 south outer road from east of Salt Lick to Rte. C. Reasons: Project cost to complete was within +/- 10% of estimate.	\$124	\$114	-8.06%

Note: Estimates include actual right of way spent for jobs without programmed right of way.

Program Estimates Compared to Costs of Projects Completed in SFY 2002
RSMo.21.795.2.(6)

(Dollars are in Thousands)

County	Rte.	Job Number	Award Date	Description of Improvement / Location	Estimate	Cost to Complete	Percentage Difference
St Charles	70	6I1308	7/2000	Resurfacing on I-70 north outer road from Rte. 370 to east of Zumbehl Road. Reasons: The difference is due to the revised asphalt from super pave to a standard mix.	\$667	\$427	-35.98%
St Charles	70	6I1309	7/2000	Resurfacing on I-70 north outer road from west of Lake St. Louis Blvd. to east of old Rte. 40. Reasons: The difference is due to the revised asphalt from super pave to a standard mix.	\$114	\$100	-12.28%
St Charles	70	6I1310	7/2000	Resurfacing on I-70 north outer road from Warren County line to Wentzville. Reasons: Project cost to complete was within +/- 10% of estimate.	\$411	\$399	-2.92%

Note: Estimates include actual right of way spent for jobs without programmed right of way.

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(Dollars are in Thousands)

County	Rte.	Job Number	Award Date	Description of Improvement / Location	Estimate	Cost to Complete	Percentage Difference
St Charles	94	6S1241	3/2000	Grading and paving at Alta Villa Road 2.3 miles west of Rte. 67. Reasons: Project cost to complete was within +/- 10% of estimate.	\$1,689	\$1,594	-5.62%
St Charles	94	6X1350E	6/2000	Add a left turn and right turn lane to the intersection of Rte. 94 at Independence Road. Reasons: The estimate was only MoDOT's share. After the City and school district backed out of the project, MoDOT took over the entire project. The cost to complete represents the total project.	\$69	\$121	75.36%
St Louis	21	6P1422	1/2001	Add through lane to existing shared through, left lane and right bay (westbound) at Butler Hill Spur intersection. Reasons: The decrease is due to the signal items did not require as much replacement of wiring as included in the original scope.	\$262	\$179	-31.68%

Note: Estimates include actual right of way spent for jobs without programmed right of way.

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Program Estimates Compared to Costs of Projects Completed in SFY 2002
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(Dollars are in Thousands)

County	Rte.	Job Number	Award Date	Description of Improvement / Location	Estimate	Cost to Complete	Percentage Difference
St Louis	30	6S1424	5/2000	<p>Install new closed loop system, including 13 cabinets and controllers, fiber optics, detectors and loops from Rte. 61/67 (Lindbergh) east to Siebert Avenue.</p> <p>Reasons: Project cost to complete was within +/- 10% of estimate.</p>	\$679	\$681	0.29%
St Louis	30	6S1438	6/2000	<p>Grading and paving to construct turn lanes and traffic signals at Maurer Industrial Drive/Rahning Road intersection in Sunset Hills.</p> <p>Reasons: The difference is due to the amount of time to design the project was less than anticipated.</p>	\$1,272	\$1,143	-10.14%
St Louis	40	6P1523	6/2001	<p>Grading, drainage and paving at eastbound Rte. 40 ramp west of Mason Road in Town and Country.</p> <p>Reasons: The difference is due to the unit costs were over-estimated.</p>	\$112	\$59	-47.32%

Note: Estimates include actual right of way spent for jobs without programmed right of way.

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Program Estimates Compared to Costs of Projects Completed in SFY 2002
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(Dollars are in Thousands)

County	Rte.	Job Number	Award Date	Description of Improvement / Location	Estimate	Cost to Complete	Percentage Difference
St Louis	67	6U1132	3/2001	<p>Replace wearing surface on bridge over I-70 in St. Louis area.</p> <p>Reasons: Due to the deterioration of the bridge, more bridge work was needed.</p>	\$523	\$679	29.83%
St Louis	231	6S1423	3/2000	<p>Replace 12 controllers and cabinets with fiber optic closed loop system, conduit and detectors from Sappington Barracks Road south to Erb Road.</p> <p>Reasons: The difference is due to the fiber optic technology changed between the estimate and actual construction.</p>	\$564	\$739	31.03%
St Louis	231	6U1066	4/1998	<p>Grading, paving and signals to widen to 5 lanes from Christopher Road to 0.5 mile north of Fine Road in St. Louis area.</p> <p>Reasons: Project cost to complete was within +/- 10% of estimate.</p>	\$6,463	\$6,602	2.15%

Note: Estimates include actual right of way spent for jobs without programmed right of way.

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Program Estimates Compared to Costs of Projects Completed in SFY 2002
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(Dollars are in Thousands)

County	Rte.	Job Number	Award Date	Description of Improvement / Location	Estimate	Cost to Complete	Percentage Difference
St Louis	270	6I0617O	3/1999	Sound wall (no. 3) from Sappington Road to Rte. 21. Reasons: The increase is due to adding fence removal by force account. The fence was difficult to access and remove. Wall heights were raised in various locations to give a more uniform appearance.	\$599	\$705	17.70%
St Louis	270	6I0617P	3/1999	Sound wall (no. 6) from Rte. 30 to Sappington Road. Reasons: The decrease is due to the access site where walls were constructed was easier than anticipated. Graffiti projects were not put on the back side of the walls.	\$1,211	\$977	-19.32%
St Louis	270	6I0617Q	11/1999	Sound wall no. 4 east of Rte. 21. Reasons: The difference is due to the sound wall was extended 750 feet to provide adequate sound abatement.	\$326	\$548	68.10%

Note: Estimates include actual right of way spent for jobs without programmed right of way.

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(Dollars are in Thousands)

County	Rte.	Job Number	Award Date	Description of Improvement / Location	Estimate	Cost to Complete	Percentage Difference
St Louis	270	6I0617R	11/1999	Sound wall no. 5 from east of Rte. 21 to east of Theiss Road. Reasons: Project cost to complete was within +/- 10% of estimate.	\$934	\$918	-1.71%
St Louis	270	6I0617S	11/1999	Sound wall no. 9 west of Theiss Road. Reasons: The difference is due to the sound wall unit price was over-estimated.	\$800	\$678	-15.25%
St Louis	270	6I1373	6/2000	Improve turning radius at southwest corner, move mast arm and drop inlet on Dorsett Road at Progress Parkway in Maryland Heights. Reasons: The increase is due to the signal and drainage items being more costly than anticipated due to the very tight work area with very high traffic volumes.	\$53	\$86	62.26%

Note: Estimates include actual right of way spent for jobs without programmed right of way.

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County	Rte.	Job Number	Award Date	Description of Improvement / Location	Estimate	Cost to Complete	Percentage Difference
St Louis	340	6U0792	2/1999	Grading, widen to 5 lanes and resurface from Ladue Road to River Valley Drive in St. Louis area. Reasons: Project cost to complete was within +/- 10% of estimate.	\$12,422	\$11,679	-5.98%
St Louis	364	6U0803Q	2/1999	Grading, retaining walls and bridges for Page Avenue extension at Seven Pines Drive and Amiot Drive in St. Louis area. Reasons: The difference is due to the numerous utility problems requiring changes in the project.	\$3,508	\$4,534	29.25%
St Louis	Var	6M0066	6/2001	Repaint six bridges at various locations in St. Louis County and City. Reasons: Unit bid prices came in lower than estimate.	\$755	\$464	-38.54%

Note: Estimates include actual right of way spent for jobs without programmed right of way.

Program Estimates Compared to Costs of Projects Completed in SFY 2002
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(Dollars are in Thousands)

County	Rte.	Job Number	Award Date	Description of Improvement / Location	Estimate	Cost to Complete	Percentage Difference
St Louis City	366	6S1333	12/2000	Resurfacing from River Des Peres east 2.2 miles. Reasons: The increase is due to the fact that the original estimate did not include super pave.	\$916	\$1,572	71.62%
Barry	112	7S0722	2/2001	Resurface from Rte. F to Rte. 37. Reasons: The decrease is due to the consultant engineering cost being lower than anticipated. Bids came in lower because the project was let in combination with other contract level course work in the area.	\$270	\$236	-12.59%
Barton	160	7P0687	4/2000	Signals, lighting and geometric revisions at intersection of Rte. 160 and Rte. 71 east outer road in Lamar Heights. Reasons: This is a relatively small spot-improvement project and these often result in higher bids. Small quantities and the addition of a turn lane resulted in high bids on the earthwork and asphalt items.	\$235	\$295	25.53%

Note: Estimates include actual right of way spent for jobs without programmed right of way.

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(Dollars are in Thousands)

County	Rte.	Job Number	Award Date	Description of Improvement / Location	Estimate	Cost to Complete	Percentage Difference
Barton	160	7P0702	4/2000	<p>Improve radii on south approach and relocate signal at Gulf Street in Lamar.</p> <p>Reasons: This is a relatively small spot-improvement project, and these often result in higher bids. Small quantities resulted in several roadway items being bid higher than expected.</p>	\$122	\$146	19.67%
Cedar	32	7P0591B	8/2001	<p>Demolish structures and remove wells, septic systems and other improvements on acquired right of way from 0.3 mile west of Rte. A to east of Rte. 245.</p> <p>Reasons: Project cost to complete was within +/- 10% of estimate.</p>	\$51	\$52	1.96%
Jasper	43	7S0696	4/2000	<p>Install traffic signals at Elk Road in Joplin.</p> <p>Reasons: Project cost to complete was within +/- 10% of estimate.</p>	\$128	\$116	-9.38%

Note: Estimates include actual right of way spent for jobs without programmed right of way.

Program Estimates Compared to Costs of Projects Completed in SFY 2002
RSMo.21.795.2.(6)

(Dollars are in Thousands)

County	Rte.	Job Number	Award Date	Description of Improvement / Location	Estimate	Cost to Complete	Percentage Difference
Jasper	44	7I0673	1/2000	Resurface 2-24' pavements from Newton County east 2.1 miles. Reasons: Due to changing standards, guardrail and sign trusses needed to be brought up to meet requirements. Drainage and pavement transitions at ramps cost more than anticipated.	\$1,382	\$1,885	36.40%
Jasper	71	7S0695	4/2000	Grading, widen, resurface and signals at Missouri and Northern Arkansas RR crossing near Turkey Creek Blvd. in Joplin. Reasons: This project was completed in conjunction with MoDED's Motor Carrier and Railroad Safety Division. Additional costs were to address railroad-related items, particularly signalization. Heavy traffic conditions also may have contributed to higher costs.	\$261	\$615	135.63%
McDonald	71	7P0492B	9/1998	Grading for 4-lane relocation from existing Rte. 71 south of Goodman to Rte. 76 near Anderson. Reasons: Rock was encountered at higher elevations than expected, resulting in higher excavation costs.	\$12,768	\$14,273	11.79%

Note: Estimates include actual right of way spent for jobs without programmed right of way.

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Program Estimates Compared to Costs of Projects Completed in SFY 2002
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(Dollars are in Thousands)

County	Rte.	Job Number	Award Date	Description of Improvement / Location	Estimate	Cost to Complete	Percentage Difference
Newton	44	7I0674	1/2000	Resurface 2-24' pavements from Range Line Road to Jasper County. Reasons: Due to changing standards, guardrail needed to be upgraded to meet requirements. Drainage and pavement transitions at ramps cost more than anticipated.	\$1,207	\$1,490	23.45%
Newton	44	7I0706	6/2001	Install tower lighting at interchange with Business Rte. 71 (Range Line Road) in Joplin. Reasons: All major pay items came in below estimate. This was the first high-mast tower lighting project in the district. The lack of historical data and competitive nature of the bidding are possible causes for the low bids.	\$437	\$364	-16.70%
Newton	60	7P0686	4/2000	Grading to improve sight distance at the intersection of Rte. 60 and Rte. 86 at Neosho. Reasons: Mobilization and asphalt costs were higher than estimated.	\$81	\$105	29.63%

Note: Estimates include actual right of way spent for jobs without programmed right of way.

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Program Estimates Compared to Costs of Projects Completed in SFY 2002
RSMo.21.795.2.(6)

(Dollars are in Thousands)

County	Rte.	Job Number	Award Date	Description of Improvement / Location	Estimate	Cost to Complete	Percentage Difference
Newton	71	7P0491	11/1999	Paving for 4 lane relocation from Rte. 60 to existing Rte. 71 south of Goodman. Reasons: Project cost to complete was within +/- 10% of estimate.	\$20,328	\$22,043	8.44%
St Clair	13	7P0428C	9/1999	Grading and bridge to add lanes for dual divided highway from 1.9 miles south of Rtes. A and C to 0.7 mile south of Rte. 82 at Osceola. Reasons: Project cost to complete was within +/- 10% of estimate.	\$6,069	\$6,004	-1.07%
St Clair	13	7P0428E	9/1999	Grading and bridge to add lanes for dual divided highway from 0.7 mile south of Rte. 82 to 2.6 miles north of Rte. 54. Reasons: The program estimate was somewhat higher than the bids received for the project. Also, some economy-of-scale benefit was derived from letting this project in combination with 7P0428C.	\$6,043	\$4,934	-18.35%

Note: Estimates include actual right of way spent for jobs without programmed right of way.

Program Estimates Compared to Costs of Projects Completed in SFY 2002
RSMo.21.795.2.(6)

(Dollars are in Thousands)

County	Rte.	Job Number	Award Date	Description of Improvement / Location	Estimate	Cost to Complete	Percentage Difference
Christian	14	8P0674	8/2001	Grading and paving to add left turn lane from Bus. Rte. 65 to 6th Avenue and install signals at 6th Avenue in Ozark. Reasons: Scope change due to addition of signals and revised pavement design.	\$386	\$483	25.13%
Christian	65	8P0453B	5/1999	Grading and bridges for dual lane facility from south of Rte. EE to Woods Fork Road (South). Reasons: The rock excavation was not satisfactory for the rock base under pavement.	\$12,908	\$14,260	10.47%
Greene	13	8P0686	5/2001	Grading and paving to provide dual left turn lanes, improved right turn lanes and signal modification on Rte. 13 (Kansas Expressway) at Business Loop 44 (Chestnut Expressway) in Springfield. Reasons: Project cost to complete was within +/- 10% of estimate.	\$1,140	\$1,196	4.91%

Note: Estimates include actual right of way spent for jobs without programmed right of way.

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Program Estimates Compared to Costs of Projects Completed in SFY 2002
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(Dollars are in Thousands)

County	Rte.	Job Number	Award Date	Description of Improvement / Location	Estimate	Cost to Complete	Percentage Difference
Greene	65	8P0406	3/1999	Grading, paving and bridges to provide 4 lanes from 0.7 mile north of Rte. 125 to 0.7 mile south of Rte. 125. Reasons: Price bid for concrete pavement was lower than estimated.	\$8,014	\$6,931	-13.51%
Laclede	64	8P0675	6/2001	Add left turn lane & signals on Rte. 64 at Brice St. and add right turn lane on southbound Rte. 5 at Rte. 64 in Lebanon. Reasons: Scope change including pavement design and to lengthen project to school entrance.	\$441	\$797	80.73%
Polk	13	8P0590C	9/2001	Grading and paving from 0.4 miles s/o 380th St. to 2 mi. n/o Rte. BB & B. Reasons: Emergency slide repair caused a change in scope.	\$207	\$170	-17.87%

Note: Estimates include actual right of way spent for jobs without programmed right of way.

Program Estimates Compared to Costs of Projects Completed in SFY 2002
RSMo.21.795.2.(6)

(Dollars are in Thousands)

County	Rte.	Job Number	Award Date	Description of Improvement / Location	Estimate	Cost to Complete	Percentage Difference
Taney	W	8S0667	8/1999	Replace existing low water crossing with a triple box culvert from 0.5 mile to 0.8 mile east of Rte. 76. Reasons: Project cost to complete was within +/- 10% of estimate.	\$716	\$748	4.47%
Taney	65	8P0454C	11/1997	Grading and bridges for northbound lanes and grading and paving for portion of outer roadways from Christian Co. to 0.8 mile north of Rte. 160. Reasons: Excavation costs were reduced by redesigning outer roads.	\$11,368	\$8,214	-27.74%
Taney	65	8P0609C	4/2000	Grading and paving east of Rte. 65 on Rte. V. Reasons: The rock excavation and base course asphalt was lower than the estimate. Also, due to the contractor's low mobilization cost.	\$2,966	\$2,096	-29.33%

Note: Estimates include actual right of way spent for jobs without programmed right of way.

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Program Estimates Compared to Costs of Projects Completed in SFY 2002
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(Dollars are in Thousands)

County	Rte.	Job Number	Award Date	Description of Improvement / Location	Estimate	Cost to Complete	Percentage Difference
Taney	76	8P0694C	7/2001	Resurface 3,4 and 5 lane sections with ultra thin bonded wearing course from Bus. Rte. 65 to Roark Valley Road (Branson). Reasons: Bid price on ultra thin wearing surface was higher than estimated.	\$223	\$237	6.28%
Taney	265	8P0623B	4/1999	Grading, paving, signals and lighting for relocation to upgrade to 4 lanes at the north intersection of Rtes. 165 and 265. Reasons: The increase is due to additional excavation being required. Also, the contract low bid was 10% greater than anticipated.	\$2,728	\$3,657	34.05%
Taney	465	8P0622E	7/1999	Grading for 4 lane freeway from south of Roark Creek to south of Rte. 76. Reasons: Placing rock fill was estimated higher than the contractor's bid.	\$8,098	\$7,046	-12.99%

Note: Estimates include actual right of way spent for jobs without programmed right of way.

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Program Estimates Compared to Costs of Projects Completed in SFY 2002
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(Dollars are in Thousands)

County	Rte.	Job Number	Award Date	Description of Improvement / Location	Estimate	Cost to Complete	Percentage Difference
Various	Var	8P0694B	7/2001	Bridge deck seals on 9 bridges in Christian, Greene and Ozark counties. Reasons: Project cost to complete was within +/- 10% of estimate.	\$255	\$234	-8.24%
Webster	38	8S0392	6/2000	Grading, paving and replace bridge over Hannah Creek 1.0 mile west of Rte. P. Reasons: Project cost to complete was within +/- 10% of estimate.	\$1,839	\$1,835	-0.22%
Webster	44	8I0627	4/2001	Resurface 1-24' pavement (westbound lane) from 0.5 mile west of Rte. B to 0.1 mile west of Niangua River. Reasons: Super pave asphalt prices higher than estimated.	\$2,887	\$3,403	17.87%

Note: Estimates include actual right of way spent for jobs without programmed right of way.

Program Estimates Compared to Costs of Projects Completed in SFY 2002
RSMo.21.795.2.(6)

(Dollars are in Thousands)

County	Rte.	Job Number	Award Date	Description of Improvement / Location	Estimate	Cost to Complete	Percentage Difference
Webster	44	8I0633	4/2000	Resurface westbound lane from 0.5 mile west of Rte. B to 1.6 miles west of Webster County line. Reasons: Diamond grinding was not included in the estimate. Also, asphalt bond breaker quantity exceeded estimate.	\$4,666	\$5,255	12.62%
Carter	60	9P0282C	7/1999	Grading and drainage for 4 lane highway from 4.6 miles west of Rte. 21 South to 1.1 miles east of Rte. 21 South. Reasons: Utility relocation costs were higher than estimated due to providing proper clear zone where the existing roadway was used. The temporary erosion control was greater than normal because of the steep grades throughout the project.	\$5,402	\$5,978	10.66%
Crawford	19	9P0470	2/1999	Widen Rte. 19 and the bridge over Interstate 44 and improve traffic signals and ramps in Cuba at the I-44 interchange. Reasons: The project was extended to the north on Route 19 beyond the original scope to improve access to local development.	\$3,983	\$4,488	12.68%

Note: Estimates include actual right of way spent for jobs without programmed right of way.

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Program Estimates Compared to Costs of Projects Completed in SFY 2002
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(Dollars are in Thousands)

County	Rte.	Job Number	Award Date	Description of Improvement / Location	Estimate	Cost to Complete	Percentage Difference
Dent	B	9S0268	7/2000	Grading, paving and replace low water crossing 8.5 miles east of Rte. 19. Reasons: Project cost to complete was within +/- 10% of estimate.	\$696	\$756	8.62%
Dent	32	9P0291	9/2000	Widen to 4-12' lanes and 14' left turn lane, drainage and traffic signals from Missouri Street west to Rte. 72 in Salem. Reasons: Project cost to complete was within +/- 10% of estimate.	\$3,320	\$3,464	4.34%
Dent	32	9P0291B	2/2000	Widen to 4-12' lanes and 14' left turn lane, drainage and traffic signals from Rte. 19 west to Missouri Street in Salem. Reasons: Project cost to complete was within +/- 10% of estimate.	\$3,761	\$3,801	1.06%

Note: Estimates include actual right of way spent for jobs without programmed right of way.

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Program Estimates Compared to Costs of Projects Completed in SFY 2002
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(Dollars are in Thousands)

County	Rte.	Job Number	Award Date	Description of Improvement / Location	Estimate	Cost to Complete	Percentage Difference
Howell	63	9P0365	6/1999	Pave new northbound lane and rehabilitate and resurface southbound lane from south of Rte. 60 east junction to Rte. N at Pomona. Reasons: Project cost to complete was within +/- 10% of estimate.	\$10,659	\$9,849	-7.60%
Howell	JJ	9S0272	4/2000	Grading, paving and replace bridges on 2 disconnected sections 6.7 and 8.0 miles south of Rte. 160. Reasons: Project cost to complete was within +/- 10% of estimate.	\$2,626	\$2,691	2.48%
Phelps	44	9I0466	11/1998	Widen Rte. 68 and the bridge over I-44, traffic signals and lighting at the Rte. 68 interchange in St. James. Reasons: The estimate did not take into account the full extent of bridge repair needed on the project.	\$2,640	\$3,089	17.01%

Note: Estimates include actual right of way spent for jobs without programmed right of way.

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Program Estimates Compared to Costs of Projects Completed in SFY 2002
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(Dollars are in Thousands)

County	Rte.	Job Number	Award Date	Description of Improvement / Location	Estimate	Cost to Complete	Percentage Difference
Phelps	44	9I0488	1/2001	Coldmill and resurface westbound lane from Rte. J to east of Rte. D. Reasons: The type of asphalt used resulted in lower asphalt costs.	\$2,608	\$2,073	-20.51%
Phelps	68	9P0491	11/2000	Widening, geometric revisions and add signals on Rte. 68 from 0.6 mile to 0.3 mile north of Rte. B/68 intersection. Reasons: Project limits extended to complete 3-lane section tie into former limits of 9I0466.	\$342	\$556	62.57%
Pulaski	44	9S0492B	10/2001	Pavement overlay and entrance construction I-44 Spur Southbound lanes just North of Fort Leonard. Reasons: This emergency project came in high due to higher than typical asphalt bids and a high removal of improvements bid.	\$52	\$64	23.08%

Note: Estimates include actual right of way spent for jobs without programmed right of way.

Program Estimates Compared to Costs of Projects Completed in SFY 2002
RSMo.21.795.2.(6)

(Dollars are in Thousands)

County	Rte.	Job Number	Award Date	Description of Improvement / Location	Estimate	Cost to Complete	Percentage Difference
Pulaski	133	8S0389	2/1999	Grading, paving and replace bridge over Gasconade River from 1.0 mile north to 1.0 mile south of Gasconade River south of Richland. Reasons: The amount of rock excavation was less than originally estimated.	\$7,475	\$6,163	-17.55%
Ripley	21	9P0428	2/2000	Grading, paving and replace bridge over Little Black River 0.7 mile south of Rte. NN. Reasons: All excavation cost were less than the estimate.	\$2,531	\$2,272	-10.23%
Butler	67	0P0339B	12/1997	Grading for new 4 lane highway to relocate Rte. 67 west of Poplar Bluff from Rte. 60 east to 2.0 miles south of Rte. M. Reasons: Estimated shrinkage factor used for design varied from field conditions, thereby leading to redesign of roadway profile during construction. This redesign led to increases in quantities of excavation and compaction pay items.	\$10,492	\$11,684	11.36%

Note: Estimates include actual right of way spent for jobs without programmed right of way.

Program Estimates Compared to Costs of Projects Completed in SFY 2002
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(Dollars are in Thousands)

County	Rte.	Job Number	Award Date	Description of Improvement / Location	Estimate	Cost to Complete	Percentage Difference
Butler	67	0P0789	11/2000	Resurface north and southbound lanes of dual facility from 4.0 miles south of Wayne County line to Rte. 60/67 interchange. Reasons: The scope of this project was increased to provide additional thickness of asphalt resurfacing. Subsurface investigation indicated the existing pavement had deteriorated to the point that additional thickness was warranted.	\$2,471	\$3,455	39.82%
Butler	67	0P0810	9/2000	Pavement repair and shoulder replacement from Rte. 160/158 to Arkansas State line. Reasons: Pavement repair more extensive than initially determined and shoulder work required more grade work.	\$3,301	\$3,763	14.00%
Butler	158	0S0807	8/2000	Reconstruct railroad crossing 2.5 miles east of Rte. 67 in Harviell. Reasons: The project length of the reconstructed roadway increased after the initial estimate, therefore increasing the cost of the roadway and approach improvement.	\$134	\$413	208.21%

Note: Estimates include actual right of way spent for jobs without programmed right of way.

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Program Estimates Compared to Costs of Projects Completed in SFY 2002
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County	Rte.	Job Number	Award Date	Description of Improvement / Location	Estimate	Cost to Complete	Percentage Difference
Cape Girardeau	74	0U0321B	4/1998	Substructure and superstructure for east approach spans of Mississippi River Bridge at Cape Girardeau. Reasons: Project cost to complete was within +/- 10% of estimate.	\$30,715	\$28,886	-5.95%
Cape Girardeau	74	0U0616	3/2000	Grading, paving and replace bridge over Little Ramsey Creek at Rte. 74 in south Cape Girardeau City. Reasons: The decrease is due to the bridge estimate being less than anticipated.	\$1,179	\$925	-21.54%
Cape Girardeau	177	0S0786	5/2000	Intersection geometric improvements on disconnected sections from Rte. W east to Rte. J. Reasons: Excavation prices were higher than estimated. Also, entrances to Proctor and Gamble marshalling yards were enlarged to better handle P&G's increased truck traffic flow.	\$800	\$1,179	47.38%

Note: Estimates include actual right of way spent for jobs without programmed right of way.

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Program Estimates Compared to Costs of Projects Completed in SFY 2002
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(Dollars are in Thousands)

County	Rte.	Job Number	Award Date	Description of Improvement / Location	Estimate	Cost to Complete	Percentage Difference
Dunklin	25	0S0784	1/2000	Resurface 0.4 mile and resurface 0.3 mile on 2 disconnected sections on Business Rte. 25 from Rte. J to Rte. 62. Reasons: Asphaltic material prices were higher than estimated due to distance from plant site.	\$389	\$588	51.16%
Dunklin	164	0S0620	2/2000	Replace bridge over Kinnamore Drainage Ditch 0.9 mile east of Rte. V at Cardwell. Reasons: Cost to complete was within +/- 10% of estimate.	\$795	\$807	1.51%
Madison	67	0P0562B	6/1999	Grading for new 4 lane divided highway to be constructed on a relocated alignment from Rte. 72 at Fredericktown to 1.4 miles south of Rte. E at Mill Creek. Reasons: The scope of this project was reduced by including a portion of grading quantities in project 0P0562 (paving contract). This was done to provide more efficient delivery of the overall project.	\$9,433	\$7,229	-23.36%

Note: Estimates include actual right of way spent for jobs without programmed right of way.

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Program Estimates Compared to Costs of Projects Completed in SFY 2002
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(Dollars are in Thousands)

County	Rte.	Job Number	Award Date	Description of Improvement / Location	Estimate	Cost to Complete	Percentage Difference
Madison	67	0P0562C	6/1999	Bridges and minimum required grading from Rte. 72 at Fredericktown to 1.4 miles south of Rte. E at Mill Creek. Reasons: Bridge costs were bid lower than previously estimated.	\$3,860	\$3,183	-17.54%
Madison	67	0P0562D	3/1999	Bridges and minimum required grading from Rte. 72 at Fredericktown to 1.4 miles south of Rte. E at Mill Creek. Reasons: Project cost to complete was within +/- 10% of estimate.	\$2,706	\$2,467	-8.83%
Pemiscot	155	0I0801	7/2000	Box culvert modification 1.2 miles west of Rte. U over Drainage Ditch No. 1. Reasons: The scope of this project was increased to allow for "de-watering" of the work site. This increase in cost was funded by the United States Army Corps of Engineers.	\$332	\$512	54.22%

Note: Estimates include actual right of way spent for jobs without programmed right of way.

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Program Estimates Compared to Costs of Projects Completed in SFY 2002
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(Dollars are in Thousands)

County	Rte.	Job Number	Award Date	Description of Improvement / Location	Estimate	Cost to Complete	Percentage Difference
St Francois	K	0S0684	2/2001	Replace bridge over Dry Branch Creek 4.4 miles east of Rte. 67 near Bonne Terre. Reasons: Project cost to complete was within +/- 10% of estimate.	\$621	\$571	-8.05%
St Francois	32	0P0762	9/1999	Widen and resurface and pave shoulders from 0.2 mile east of Rte. OO to 0.3 mile west of Rte. I-55. Reasons: Asphaltic material prices were less than estimated.	\$6,938	\$6,196	-10.69%
St Francois	32	0U0757	7/1999	Widen Karsch Blvd. to 5 lanes, resurface and add traffic signals at Rte. W interchange from 0.5 mile east of Rte. D to Rte. OO and W. Reasons: Project cost to complete was within +/- 10% of estimate.	\$2,876	\$3,128	8.76%

Note: Estimates include actual right of way spent for jobs without programmed right of way.

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Program Estimates Compared to Costs of Projects Completed in SFY 2002
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(Dollars are in Thousands)

County	Rte.	Job Number	Award Date	Description of Improvement / Location	Estimate	Cost to Complete	Percentage Difference
Ste Genevieve	32	0P0763	8/2000	Widen, resurface and construct paved shoulders from 0.3 mile east of I-55 to Rte. 61 at Ste. Genevieve. Reasons: The scope of work was increased to include a left turn lane to Route 32.	\$1,819	\$2,553	40.35%
Ste Genevieve	55	0I0812	8/2000	Pavement repair and replace shoulders (north and southbound lanes) from Jefferson County line to 0.1 mile south of Rte. 32 interchange. Reasons: Estimated quantities of pavement to be replaced was increased to account for further pavement failure, however it was not necessary.	\$6,587	\$5,314	-19.33%

Note: Estimates include actual right of way spent for jobs without programmed right of way.

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(Dollars are in Thousands)

County	Rte.	Job Number	Award Date	Description of Improvement / Location	Estimate	Cost to Complete	Percentage Difference
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\$598,609

\$593,898

NOTE: There is minor variation in this report, as compared to last year's report. This is due to a change in business practices as to how project closure is defined. In last year's report, project closure was defined as the date when MoDOT accepted the project from the contractor. Now, project closure is defined as to specific date when site manager approval is made. This is about four days prior to when the final contractor check is written. This change does not have tremendous impact, however, some projects that would have been completed by the department's old practice could still be in progress.

Estimate: Estimate is the sum of preliminary engineering, construction engineering, construction contingencies, right of way incidentals, right of way acquired and construction estimate.

Cost to Complete: Cost to Complete is the actual cost spent on a project consisting of preliminary engineering, construction engineering, right of way incidentals and construction.

NOTE: This total has been reconciled to the financial statements prepared in conformity with accounting principles generally accepted in the United States of America. These financial statements have been audited by KPMG.

*The Missouri Department of Transportation has implemented Statement No. 34 of the Governmental Accounting Standards Board as required by accounting principles generally accepted in the United States of America. Accordingly, the Department has developed a capitalization policy defining costs to be capitalized.

*Depreciable assets (roads and bridges) are valued separate from other assets (right of way land).

*The STIP report covers the Right of Way and Construction program. Some STIP projects are for the purpose of maintaining pavement condition to reach the original useful life of the asset (ex. bridge painting). The STIP also includes projects not capitalized that provide safety improvements and other off-system enhancements (local system improvements).

To obtain a copy of the reconciliation, contact the Director of Transportation Planning at 573-526-1374.

T:\Planning\OTPM\Reports\Accountability\2002\ProgEstimatecomparedtocostofProjectsCompleted.mdb

Table: tblquarterly2 using new estimate Query: qryendsfy02 completedlist with new estimate

Report: rptnewestimate using new estimate Tables: T:\Planning\History\Endsfy02\Alljobs1002.dbf (parent); T:\Planning\History\Endsfy02\cnststap; T:\Planning\History\Endsfy02\Plan0602.dbf;

T:\Planning\STAP\Data\Base\dbf; T:\Planning\STAP\Data\Reasons.dbf

Note: Estimates include actual right of way spent for jobs without programmed right of way.

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